- **Macedonia Church Road (SR 1326) & Kitchen Loop Road (SR 1310)**
  This intersection is currently configured such that through-traffic using Macedonia Church Road must stop and make a turn. This facility is projected to see growth in future traffic, as part of a new connection between Transylvania and Jackson Counties (connecting with NC 215 and NC 281). 2030 projected traffic volumes on this section of Macedonia Church Road range from 1,300 to 1,600 vehicles per day. It is recommended that this intersection be realigned or otherwise improved to allow free-flowing movement on Macedonia Church Road. This improvement is considered to have a medium priority.
- **Macedonia Church Road (SR 1326) & Silversteen Road (SR 1309)**
  This intersection is currently configured such that through-traffic using Macedonia Church Road and the western leg of Silversteen Road must stop and make a turn. This facility is projected to see growth in future traffic, as part of a new connection between Transylvania and Jackson Counties (connecting with NC 215 and NC 281). The 2030 projected traffic volume on this section of Macedonia Church Road and Silversteen Road is 1,300 vehicles per day. It is recommended that this intersection be realigned or otherwise improved to allow free-flowing movement between Macedonia Church Road and the western leg of Silversteen Road. This improvement is considered to have a medium priority.
- **Old Rosman Highway (SR 1388) & Calvert Road (SR 1195)(southern intersection)**
  This intersection currently has limited sight-distance (caused by a vertical curve), close proximity of driveways (including the driveway to the NCDOT maintenance yard), and high speed traffic on Old Rosman Highway (around 45-55 miles per hour). The intersection had a crash rate of 126 crashes per 100 million entering vehicles, which is almost twice the countywide average of 65 crashes per 100 million entering vehicles at intersections with 5 or more crashes between 2001 and 2003. By 2030, traffic volumes on Old Rosman Highway are projected to range from 8,900 to 9,200 vehicles per day (vpd)—the 2004 volume on this road is only 3,400 vpd. It is recommended that improvements be made at this intersection to improve safety—improvements could include reconstruction of the intersection to improve sight-distance, Intelligent Transportation Systems (ITS), and/or access management improvements. This improvement is considered to have a medium priority.

Other Minor Spot Improvements

- **Wilson Road (SR 1540)**
  Wilson Road crosses the floodplain of the French Broad River between Old Hendersonville Road and Glen Cannon Drive. South of Glen Cannon Drive, the roadway follows the edge of the floodplain to the US 276 intersection. During flood events, the roadway is flooded in places—this has a severe impact on access to the Glen Cannon area and surrounding subdivisions, as Wilson Road is the only access route to these areas. In 2030, Wilson Road is projected to carry 700 to 3,200 vehicles per day. It is recommended that the section of Wilson Road lying in the floodplain be raised above the 100-year flood elevation. This improvement should be designed in a way that minimizes the effect on the flow of floodwater in this area. This improvement is considered to have a medium priority.
- **Island Ford Road (SR 1110)**
  Island Ford Road crosses the floodplain of the French Broad River between Country Club Road and Walnut Hollow Road. During flood events, this section of the roadway is often flooded—this has a major impact on access to the western portions of the Connestee Falls neighborhood and other areas along Walnut Hollow Road and East Fork Road. During major floods, there is often not an open river crossing between US 178 at Rosman and US 276 at Brevard. In 2030, this section of Island Ford Road is projected to carry 1,200 vehicles per day. It is recommended that the section of Island Ford Road lying in the floodplain be raised above the 100-year flood elevation. This improvement should be designed in a way that minimizes the effect on the flow of floodwater in this area. This improvement is considered to have a low priority.